Revised July 20, 2001

299066 FAA-04-19228-4

Aircraft Certification Service

Transport Airplane Directorate "Short" Domestic Worksheet

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APR - 8 2004

ANM-114

DOCKET NUMBER: 2004-NM-77-AD

TECH WRITER:

Manufacturer's Service Information/Revision/Date (Attach 2 clean copies):
Boeing Service Bulletin 707 A3510 Dated January 15, 2004

APROPOSED CORRESPONDING ACTION:

_____	**Emergency AD**	***Is this action one of the following?***	
_____	**Immediately Adopted AD**	____	**Supersedure of AD (Docket No. _____)**
X	**Notice of Proposed Rulemaking**	____	**Revision of AD (Docket No. _____)**
_____	**Final rule after NPRM** *(If FRAN, complete Attachment A.)*	____	**Supplemental NPRM (Docket No. _____)** *(If any of the above is checked, complete Attachment B.)*
_____	**Other (No-Notice Final Rule)**		

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Branch: ANM-120S/Airframe Branch **Telephone:** 425-917-6428
Backup Engineer: _____ **Telephone:** _____

1. Model, Applicability, # Airplanes (both U.S. & worldwide) *- Refer to SB; state any differences for this AD:*

Model: 707/720
Applicability: All 707 and 720 aircraft

U.S. airplanes: 32 # worldwide airplanes: 227
Source: Airclaims Database June 5, 2003

AD Summary and Discussion Sections:

2. What has the manufacturer told the FAA? ***"The FAA has received reports indicating that..."***
Describe background/events that prompted the AD in 1-2 sentences. Refer to SB 'Reason.'

The FAA has received reports indicating that one operator found a 5.25 inch crack in the MLG support rib and another operator has reported a 14 inch crack. There have been over 36 reports of in-service cracking to date.

3a. What is the unsafe condition AND its cause? ***"These actions are intended to prevent..."***
Describe unsafe condition and its cause in 2-3 sentences (non-technical terms). Refer to SB 'Reason.'

These actions are intended to prevent stress corrosion cracking of the MLG trunnion support rib.

3b. What is the end-level effect on the airplane? ***"...which could result in..."***
Provide a 1-sentence description; use non-technical terms.

which could result in collapse of the MLG.

3/12/2004

F:\ADs

AD Relevant Service Information Section:

4. (Yes or No) Is the corrective action required in this AD considered to be interim action?

No.

5. (Yes or No) Is this action considered 'sensitive', or is it related to a Safety Recommendation?
(If yes, state why sensitive, and/or provide copy of FAA/NSTB Safety Recommendation.)

No

6. Does the referenced service document include reference to an "operator's equivalent procedure?"
[If yes, specify whether that procedure employed by the operator (even if not technically 'equivalent') adequately addresses the identified unsafe condition and provides an acceptable level of safety.]

No

7. AD Differences Section (if needed): ***"This AD differs from the SB ....***

Check if :	**Flight with Cracks**	____	**Mandate Terminating Action**	____	**Contact Mgr, FAA** ___X___
	Compliance time	____	**Mandate AFM Action**	____	***OTHER***

Describe any other differences between service bulletin and this proposed FAA AD.

When the service bulletin specifies to contact The Boeing Company for additional instruction, the operator must contact the FAA or a Boeing DER who has been authorized by the FAA to make such findings.

Clarify the fact that when corrosion is found during the detailed inspection, the operator is to blend the affected area, followed by an HFEC inspection.

AD Cost Impact Section:

8a. Work hours for corrective action(s) required: (List hours or reference SB 'Manpower').

6.0 man-hours.

8b. Parts Cost, if any: (List costs or reference SB 'Material - Cost and Availability').

Boeing price data not shown.

9. AD Body Section:

For EACH corrective action, mark up SB, if usable -OR- fill out Corrective Action Table below.

9a: Action # 1 (Detailed Inspection)

What is the corrective action? Perform a detailed inspection of the MLG trunnion support rib in accordance with Part 1 of the Accomplishment Instructions of Boeing S/B 707 A3510, dated January 15, 2004. If any corrosion is found, prior to further flight, remove corrosion in accordance with S/B 707A3510, perform a HFEC inspection of the affected area and repair in accordance with S/B 707A3510, dated January 15, 2004. If the corrosion damage exceeds the repair limits, repair in accordance with a method approved by the Manager, SACO; or per data meeting the original type certification basis of the airplane approved by a Boeing DER. If any cracks are found, repair prior to further flight, in accordance with a method

	approved by the Manager, SACO; or per data meeting the type certification basis of the airplane approved by a Boeing DER who has been authorized to make such findings.
What is its compliance time? (Add grace period if not available)	Within 6 months after the release of this AD.
What is repetitive interval?	Every 6 months.

9b: Action # 2 (HFEC Inspection)

What is the corrective action?	Perform a HFEC inspection of the MLG trunnion support rib in accordance with Part II of the Accomplishment Instructions of Boeing S/B 707A3510, dated January 15, 2004. If any cracks are found, repair prior to further flight, in accordance with a method approved by the FAA.
What is its compliance time? (Add grace period if not available)	Within 12 months after the release of this AD.
What is repetitive interval?	Repeat every 12 months.

10. (Yes or No) Should corrective action(s) required in this AD to be applied to spares as well?

No.

11. Should a ferry flight permit be: X ***Permitted*** ___ ***Permitted with limitations**** ___ ***Prohibited*** ___
**List limitations.*

12a. With whom outside the FAA has this proposal been discussed (i.e. ATA, RAA, ALPA, etc.)?
NOTE: This item should be completed prior to submission of the AD Proposal Worksheet.

Organization	***Person Contacted***	***Date***	***Reaction***
Boeing	Wayne Ebert	12/19/2003	Boeing concurs
ATA	Joe White		No Comment

12b. (Yes or No) Was Spec 111 (Airworthiness Concern Coordination Process) used in developing the requirements of this action?

No.

13. Check the appropriate response:

Yes ___ ***No*** X ***Does this action affect the Presidential fleet?***
Yes ___ ***No*** X ***Does this action affect the FAA fleet?***
Yes ___ ***No*** X ***Was this action prompted by the use of suspected unapproved parts (SUP)?***

14. Check the category that best describes the cause of the unsafe condition addressed by this AD:

X	Design Problem	_____	Unapproved Parts	_____	Operational
_____	Maintenance	_____	Quality Control Problem**	_____	Other (specify): _____
		_____	**Reporting Reqt Needed?		_____